



USS WHITE PLAINS (AFS-4)
FPO SAN FRANCISCO 96601

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Encl: (1) USS WHITE PLAINS Command History, 1974 (5 copies)

1. Enclosure (1) is provided as required by reference (a).

V. E. Strickland, Jr.
V. E. STRICKLAND, JR.
By direction

Copy to:
Chief of Naval Operations

USS WHITE PLAINS

(AFS-4)

COMMAND HISTORY

1974

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CHRONOLOGY OF MAJOR EVENTS 1974

JAN	1-10	UPKEEP SASEBO
	11	ENROUTE PUSAN
	12-13	VISIT PUSAN
	14-17	ASW EXERCISE SEA OF JAPAN
	18	ENROUTE SASEBO
	19-28	UPKEEP SASEBO
	29-31	SPECIAL OPERATIONS
FEB	1	SPECIAL OPERATIONS
	2	ENROUTE SASEBO
	3-24	READINESS EMPROVEMENT SASEBO
	25-26	ENROUTE/INREP BUCKNER BAY
	27-28	ENROUTE/INREP KAOHSIUNG
MAR	1-3	ENROUTE SUBIC BAY
	4-12	LOAD SUBIC BAY
	13	SERVICES SOUTH CHINA SEA
	14-15	LOAD SUBIC BAY
	16-17	SERVICES SOUTH CHINA SEA
	18-22	LOAD SUBIC BAY
	23-24	SERVICES SOUTH CHINA SEA
	25-27	LOAD SUBIC BAY
	28-31	ENROUTE SINGAPORE
APR	1-7	LOAD SINGAPORE
	8-13	ENROUTE INDIAN OCEAN
	14-18	SERVICES INDIAN OCEAN
	19-24	ENROUTE SUBIC BAY
	25-30	LOAD SUBIC BAY
MAY	1-2	ENROUTE KEELUNG
	3-5	VISIT KEELUNG
	6-7	ENROUTE SASEBO
	8-31	RESTRICTED AVAILABILITY SASEBO
JUN	1-11	RESTRICTED AVAILABILITY SASEBO
	12-14	UNDERWAY SHIPBOARD DRILLS
	15-16	ENROUTE YOKOSUKA
	17-28	REFRESHER TRAINING YOKOSUKA
	29-30	ENROUTE SASEBO
JUL	1-14	UPKEEP SASEBO
	15-16	ENROUTE PUSAN
	16-19	VISIT PUSAN
	20	ENROUTE SASEBO
	21-29	READINESS IMPROVEMENT SASEBO
	30-31	LOAD SASEBO
AUG	1-4	LOAD SASEBO
	5-10	SERVICES INROUTE PHILIPPINE SEA
	11-14	SERVICES PHILIPPINE SEA/ENROUTE YOKOSUKA
	15-21	LOAD YOKOSUKA
	22-23	ENROUTE SASEBO
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	26	CONSOLIDATION
	27-31	SERVICES SEAS OF NORTHERN JAPAN
SEP	1-2	ENROUTE KEELUNG
	3-5	VISIT KEELUNG
	6-8	ENROUTE SASEBO
	9-18	READINESS IMPROVEMENT SASEBO
	19-22	LOAD SASEBO
	23-24	ENROUTE/SERVICES PHILIPPINE SEA

SEP	25-27	ENROUTE KAOHSIUNG
	28	LOAD KAOHSIUNG
	29-30	ENROUTE/AT SUBIC BAY
OCT	1-8	LOAD SUBIC BAY
	9-15	ENROUTE HONG KONG
	16	VISIT HONG KONG
	17-20	ENROUTE SUBIC BAY
	21-24	LOAD SUBIC BAY
	25-28	ENROUTE SASEBO
	29-31	UPKEEP SASEBO
NOV	1-22	UPKEEP SASEBO
	23	ENROUTE PUSAN
	24-25	VISIT PUSAN
	26-27	USN/ROKN ASW EXERCISES
	28-30	READINESS IMPROVEMENT/LOAD SASEBO
DEC	1-4	READINESS IMPROVEMENT/LOAD SASEBO
	5-6	ENROUTE KAOHSIUNG
	7	KAOHSIUNG
	8	ENROUTE SUBIC
	9-10	LOAD SUBIC
	11-15	ENROUTE/SERVICES SOUTH CHINA SEA
	16-18	LOAD SUBIC
	19-21	ENROUTE SASEBO
	22-31	UPKEEP SASEBO

NARRATIVE

January 1, 1974 began a memorable year for the White Plains. The New Year found her in Sasebo celebrating the holiday season with families, friends, and loved ones. The foremost event of this holiday season was the snow which lingered for many days throughout the city of Sasebo and even on the decks of the White Plains where, in the spirit of the season, the crew built an eight foot snowman on the main deck, next to the quarterdeck.

After an all-too-short period of R&R the White Plains was underway on January 11 to participate in the joint Korean-USN exercise titled TAE KWON DO. This exercise caused considerable excitement among the crew because it not only presented a unique opportunity to exercise with the navy of another country, but it also allowed the crew of White Plains to have its first liberty visit to the Korean port of Pusan. White Plains was in the company of three US destroyers and numerous Korean men-of-war. The exercise was a strenuous and highly valuable learning experience for everyone.

On January 18, the White Plains departed the TAE KWON DO exercise to return the short distance to Sasebo for ten more days of rest and readiness improvement.

January 29th found her again getting underway for a short period as a participant in a major exercise known as Operation Flyaway, in which units from the ASW, Amphibious, and carrier forces participated. White Plains delivered much needed supplies to the Midway, her escorts, the amphibious units, and the Kansas City who also participated in the exercise. The exercise took place in the East China Sea. Following the completion of her underway replenishments she returned to Sasebo on February 2nd for a twenty-three day period of upkeep and readiness improvement in anticipation of future lengthy operations.

White Plains departed Sasebo the morning of 25 February for Buckner bay, Okinawa. Anchoring in Buckner Bay at 1130, 26 February, White Plains commenced to INREP USS Jason by boat. At 1320 Vertical Replenishment of USS Juneau and USS Pt. Defiance commenced. During the 2 hour and 30 minute evolution, USS Juneau received 30 tons of stores while USS Pt. Defiance received 28 tons. As White Plains departed Buckner Bay at 1630, 4 tons of stores were Vertically Replenished to USS Cayuga at White Beach at a distance of 26,000 yards.

White Plains entered Kaohsiung, Taiwan 28 February and commenced loading fresh fruits and vegetables. At 0800 1 March, White Plains departed Kaohsiung for an evening rendezvous with USS Midway and her escorts.

USS Midway received 179 tons of stores in a combination CONREP/VERTREP evolution to port while her escorts USS R.B. Anderson and USS Gurke received 5 tons and 4 tons respectively alongside to starboard.

White Plains entered Subic Bay the morning of 3 April to conduct a comprehensive off-load of material now in excess as a result of decreasing demands since the end of the Viet Nam conflict. Two off-loads were conducted between 3 March and 24 March; the first off-load consisted of approximately 1900 line items valued at \$300,000 and the second off-load consisted of approximately 2500 line items valued at \$500,000. Also during this period White Plains got underway to the Subic Operating area and conducted alongside replenishments on three separate occasions. USS Fort Fisher (LSD-40) and USS St. Louis (LKA-116) were replenished in the evening of 13 March. A consolidation to USS Sacramento (AOE-1) was conducted in the morning of 16 March and on 17 March USS Okinawa (LPH-3) and USS Horne (DLG-30) were replenished. In the evening of 23 March, USS Lockwood (DE-1064) and USS R.E. Peary (DE-1073) were replenished in a simultaneous port and starboard evolution. USS Oriskany (CVA-34) and two of her three escorts were replenished by VERTREP at first light in the morning of 24 March. USS Halsey (DLG-23), the third escort, came alongside and received her stores by VERTREP.

At 0700 28 March, White Plains departed Subic Bay for Singapore. White Plains anchored in Singapore at 0930 1 April for a 7 day visit and to load fresh fruits and vegetables for forthcoming operations.

At 0700 on 8 April, White Plains departed Singapore to rendezvous with Task Group 77.7 in the Indian Ocean. During the 6 day transit, White Plains conducted various drills and exercises in preparation for the forthcoming Refresher Training scheduled for 17-30 June.

The afternoon of 14 April, the White Plains made contact with Task Group 77.7 and proceeded to deliver 787 pieces of eagerly awaited mail to USS Kitty Hawk, USS Somers, USS Kirk, and USS Sacramento. The operation, using 2 helicopters at ranges from 2,000 to 70,000 yards required 3 hours and 10 minutes.

At 0600 on 15 April, USS Kitty Hawk and USS Sacramento came alongside to port and starboard, respectively. During the 5 hour and 17 minute evolution, USS Kitty Hawk received 388 pieces of fleet freight, including 3 TF41 engines which were sent across using a STREAM rig with Cargo Hooks, 74 tons of stores, and 48 passengers. USS Sacramento received 32 tons of provisions and 9 tons of stores via CONREP/VERTREP while refueling White Plains with 6,906 barrels of Navy Distillate fuel. Again, in the afternoon, USS Sacramento came alongside to starboard and received an additional 43 tons of provisions by VERTREP. The need for the double evolution with USS Sacramento arose from a casualty to her package conveyor which impaired her capability to strike down the stores delivered.

Because of the amount of mail and fleet freight brought to the task group, White Plains required 24 hours for breakout and staging transfers for USS Somers, USS Kirk and USS Bronstein and 48 hours to breakout and stage for USS Kitty Hawk.

On 17 April, commencing at 1300, White Plains proceeded to VERTREP stores to USS Kirk, USS Somers, and USS Bronstein amounting to 16, 11, and 10 short tons respectively. USS Kirk was a single evolution using 1 helicopter while USS Somers and USS Bronstein were a multiple VERTREP, though still utilizing only 1 helicopter. The physical configuration of the USS Somers hampered the operation, in that stores could not be cleared from her fantail rapidly enough to allow constant delivery.

The following day, shortly before dawn, USS Kitty Hawk came alongside to port and received 479 pallets totaling 285.3 tons of provisions and stores. The operation was conducted in 4 hours and 51 minutes, using four CONREP stations, one of which had a casualty for more than one hour. Cargo slings vice nets were utilized during the UNREP. Their use decreased the time required for the evolution. Additionally, despite minimal wind conditions, two helicopters were employed to VERTREP 105 pallets, transfer passengers and mail and bring back retrograde. Further, during the replenishment, USS Kitty Hawk transferred to White Plains aircraft engines using the same STREAM rig with cargo hook employed during the similar transfer on 15 April.

White Plains was detached from the task group at 1530 on 18 April and proceeded toward Subic Bay conducting various drills and exercises enroute.

On 23 April, White Plains passed Singapore and dispatched a helicopter for mail. Late that afternoon, White Plains had her first mail call in 16 days.

White Plains arrived in Subic Bay at 1500 on 25 April to offload mail and fleet freight brought from Task Group 77.7; transfer freeze provisions from Hold #3 in preparation for work to be accomplished during the restricted availability in Sasebo and to replenish stores. During the six day visit, White Plains loaded 721 line items of provisions and stores in addition to taking aboard 614 pallets weighing 454,708 pounds. Most of this was bound for USS Mars.

White Plains continued her homeward journey by getting underway at 0830 on 1 May. The afternoon of that day, USS Schofield was replenished with 9 tons of provisions and stores. The requested 412 line items may be a record for a DES. Although this was the final UNREP of the line swing, the enthusiasm and professionalism of the crew had not diminished as the entire operation was completed in 40 minutes using two helicopters. Much credit is due USS Schofield, as she proved to be a most capable customer.

At 0930 on 3 May, White Plains entered Keelung harbor for a two day port visit and proceeded to transfer 8 pallets of fleet freight for HSA Taipei.

White Plains commenced the final portion of the 72 day line swing by getting underway at 0800 6 May for Sasebo. Enroute to Sasebo, White Plains continued to conduct GQ and DC exercises.

The families and welcomed sight of Sasebo harbor came into view at 0900, 8 May as White Plains, to the relief of the crew and joy of the families, moored to berth India 8. Shortly after arrival and into the following day, White Plains transferred all the fleet freight brought for USS Mars and offloaded the remainder of freeze and chill to Fleet Activities, Sasebo.

The period 9 May through 14 August saw White Plains undergo a five week RAV during which a major renovation of the ship's cargo reefers was accomplished; successfully complete two weeks of Refresher Training; transport vehicles from Sasebo to Yokosuka; conduct a major CONSOL with USS Niagara Falls (AFS-3) during which 397 S/T of provisions and stores were delivered to White Plains in a 10 hour period; be driven out of Sasebo by typhoon Guilda; and have a dependents cruise to Pusan, Korea that was besieged by fog on the return.

White Plains got underway from Sasebo the morning of 5 August for services in the Philippine Sea. Task Group 77.4 was originally scheduled for replenishment at night on the 8th; however, at noon on the 7th, White Plains was requested to move the operation ahead 24 hours. With the usual "White Plains at your service" approach, breakout and staging of all material was completed by midnight and at 0037, the first lift was on the deck of the USS Midway. In all, a total of 133 S/T of provisions and stores were transferred to the USS Midway, USS Oklahoma City, USS Rowan, USS Worden, USS Hassa-yampa, and USS Richard B. Anderson.

White Plains then headed southwest into rough seas and on the 10th, rendezvoused with USS Fresno, USS Ogden, and USS New Orleans midway between Taiwan and Okinawa for a VERTREP operation. The following morning, further to the north, USS San Bernadino was VERTREPPEd 5 S/T of stores.

White Plains entered Yokosuka early on the 14th and remained through the afternoon of the 20th. Prior to departure for Sasebo, privately owned vehicles were loaded aboard for transfer to Fleet Activities Sasebo. Early on the 22nd, White Plains returned to Sasebo and remained in port through the 25th. The evening of 24 August, members of White Plains Helo Det 106 were responsible for saving the life of a Japanese diver suffering from nitrogen narcosis on Nakadori Island. Although numerous attempts were made by JMSDF helos, only the pilots from Det 106 were able to cope with the high and gusty winds, land their helo and deliver the diver to FLEACTS decompression chamber in time to save his life. White Plains departed Sasebo the morning of the 26th for a CONSOL with USS Mars. During a simultaneous VERTREP/CONREP operation, 181 S/T were transferred to White Plains.

Typhoon Mary roughened up the seas in the Northern Japan area sufficiently to keep Task Group 77.4 in port Yokosuka an extra day; however, the morning of the 28th, USS Bausell and USS Rowan were replenished by VERTREP while BURTON and STREAM rigs were passed for training purposes. Later the same day, USS Tolvana received 2 S/T of provisions while replenishing White Plains 1426 barrels of Navy Distillate. Following Tolvana, USS Cleveland was replenished by helos. The night of 29 August, White Plains conducted a combination CONREP/VERTREP replenishment with USS Midway. The operation was marred by several rig casualties plus an emergency breakaway when a commercial vessel appeared to endanger the operation.

The next morning, USS Worden received 4 S/T of stores by VERTREP and later was refueled by White Plains. The operation was conducted within visual contact of three Soviet ships -- an oiler, a cruiser, and large destroyer (which were also conducting replenishment operations). The versatility of the AFS was again demonstrated by refueling Worden thereby allowing her to remain on station and observe the Soviet replenishment.

White Plains then headed south for a port visit to Keelung, Taiwan. However, tropical storm Nadine would not cooperate and her arrival was delayed until the morning of 3 September. After experiencing extremely rough seas for nine straight days, the three day visit to Keelung and Taipei was most welcomed, but alas, as White Plains got underway for Sasebo on the 6th, typhoon Polly greeted her and eventually delayed her return until the 9th.

White Plain again got underway from Sasebo on 23 September. On the 25th, at 0500, another smooth and efficient VERTREP was conducted with USS Cleveland (LPD-7). White Plains then headed for Kaohsiung to load fresh produce both for scheduled commitments and NSD Subic where a crop failure in the Philippines had caused a shortage. As was becoming the routine, another typhoon - Wendy, delayed arrival until 1430 on the 28th. White Plains remained in port just long enough to finish loading and was underway early on the 29th.

The afternoon of the 29th, a rapid 40 minutes VERTREP was conducted with USS Racine (LST 1191) and 10 hours later, the CONUS-bound carrier Ranger was VERTREPPEd 95 S/T of stores and provisions. Noon on the 30th, USNS Taluga refueled White Plains while receiving a small quantity of provisions by BURTON rig. The refueling was delayed when the probe from Taluga would not "seat" in White Plains' receiver. After several attempts, Taluga changed to a Robb fitting and completed the refueling. Late on the 30th, White Plains moored at NSD Pier Subic Bay. This was her first visit to Subic Bay since early May. During the 5 day period, White Plains off-loaded excess material, completed a top-off resupply, loaded fleet freight for USS Constellation and accomplished other miscellaneous supply-related functions.

White Plains departed Subic Bay the afternoon of 6 October for scheduled services to CTG 77.6. At first light on the 7th, a combination CONREP/VERTREP was conducted with USS Constellation while simultaneously VERTREPPING USS Jouett. Afterwards, USS Berkely and USS Decatur came alongside to starboard and port, respectively and received their stores by STREAM rig. A total of 111 S/T were transferred to the four ships. Additionally, Constellation received 207 pieces of fleet freight including a J41 and J57 engine. The engines, weighing 6480 and 7770 lbs were VERTREPPEd as requested. In preparation for the heavy lifts, all non-essential equipment was removed from the helo and only enough fuel to complete the transfer was allowed.

During the CONREP with USS Decatur, a portable conveyor system collapsed injuring a Decatur crew member. White Plains immediately responded by sending her Medical Officer aboard and eventually transferred the sailor to White Plains for treatment and transfer to Subic Bay.

White Plains then looked forward to 6 days of R & R in Hong Kong, but typhoon Bess had other ideas. Two days had already been lost due to storm evasion when a C-130 aircraft was thought to be downed in White Plains' vicinity and she was tasked with a 2½ day SAR mission. Although thoroughly searching the reported crash site, no trace of debris was ever found and eventually she was relieved to proceed to Hong Kong, arriving there the morning of the 16th. The crew would have been very happy to salvage two of the original six days but Carmen, a close relative of typhoon Bess, forced White Plains to get underway the next morning. Carmen was so determined to cancel White Plains liberty that she also precluded her stopping in Kaohsiung to load fresh produce.

The morning of the 20th, prior to entering Subic Bay, USS England was replenished with 9 S/T of provisions and stores. White Plains arrived in Subic Bay the afternoon of 20 October for another resupply and loading of fleet freight for USS Mars. Rapid receipt processing was required upon completion of the resupply in order to prepare for services to CTG 77.4 two days later. The morning of 25 October, White Plains departed the warm climate of the Philippines and commenced our journey north to Japan. That afternoon USS Whipple and USS Tolovana were replenished by VERTREP. Immediately after replenishing USS Whipple staging operations began for the scheduled UNREP to CTG 77.4. The task was more difficult than usual because of the 226 pallets of Mars fleet freight already on deck.

Replenishment of CTG 77.4 commenced at 2030. USS Midway was VERTREPPED, as requested, while being refueled from USS Tolovana. Meanwhile, USS Knox and USS Gurke came alongside to starboard and port. A faulty switch in White Plains' inhaul winch broke control panel forced Knox to breakway and re-approach to port after completion of UNREPS to Gurke and Rowan. All three ships received their stores via STREAM rigs.

Upon completion of the replenishments, WHITE PLAINS headed for Kaohsiung in an attempt to load the fresh produce originally ordered for the 19th. As could have been predicted, the inevitable occurred. Typhoon Elaine cancelled her visit to Kaohsiung and hastened her return home.

The morning of the 29th, White Plains entered India Basin, tied up outboard USS Mars and proceeded to conduct an INREP CONSOL. In the next 73 minutes, White Plains transferred via 3 BURTON rigs, 263 pallets of fleet freight to Mars. Upon completion of the operation, White Plains wished Mars better luck with the "girls" on her line swing than she experienced and shifted berths to India 6.

White Plains departed Sasebo the morning of 23 November for Pusan, Korea to participate in a joint USN/ROKN exercise. The 24th and 25th were spent attending briefings on the upcoming exercise. On the 26th, White Plains departed Pusan and rendezvoused with the USS Stoddert (DDG-22), another exercise participant, and VERTREPPED her 3 short tons of stores. A scheduled CONREP had to be postponed when the Cargo Drop Reel would not function properly. After Stoddert departed, ROKS Chung Buk (DD-95) made several practice approaches to starboard receiving a manilla highline on one occasion. The following day, White Plains continued to have the ROKS Chung Buk make practice approaches while completing the replenishment to Stoddert by VERTREP and also replenishing USS Bausell (DD-845) to starboard with 1 short ton of stores. Upon completion, White Plains was detached from the exercise and returned to Sasebo the morning of the 28th in time to enjoy the traditional family Thanksgiving meal.

White Plains departed Sasebo early on the 5th of December for Kaohsiung, Taiwan to load fresh produce both for upcoming UNREPS and also for NSD Subic Bay. Arriving in Kaohsiung in the early morning on the 7th, White Plains commenced loading fresh produce and simultaneously INREPPING USS Dixie (AD-14) with 21 S/T; USS Hepburn (DE-1055) with 5 S/T and USS Bausell (DD-845) with 5 S/T of stores by mike boat.

The next morning, White Plains got underway for Subic Bay arriving there on 9th. The next two days, White Plains continued with load adjust operations and INREPPED USS Long Beach (CGN-9).

The morning of the 11th, prior to getting underway to service TG 77.7, White Plains INREPPED USS Decatur (DDG-31) with 103 S/T of stores. Decatur was originally to be UNREPPED as part of TG 77.7, but due to a casualty she had to put into Subic Bay for repairs.

TG 77.7 was originally scheduled for an UNREP at midnight on 12 December but a heavy rainstorm and bad seas in the Gulf of Tonkin required postponement until early the next day. At 0800 on 13 December, USS Robison (DDG-12) received 13 S/T of stores by VERTREP, while USS John Paul Jones (DDG-32) came alongside to starboard and received her stores via STREAM rig. Upon completion of the CONREP to John Paul Jones, Robison came alongside to starboard to receive ONE FULLY DECORATED EVERGREEN CHRISTMAS TREE PERSONALLY DELIVERED BY SANTA CLAUS as requested in her UNREP message. While streaming the tree across, the crew of Robison was entertained by Dean Martin with traditional XMAS music including BLUE CHRISTMAS and I'll BE HOME FOR CHRISTMAS. "WHITE PLAINS AT YOUR SERVICE."

After completion of Robison and J.P. Jones, White Plains headed further into the Gulf of Tonkin to UNREP USS England (DLG-22) and USS R.B. Anderson (DD-783). England received her stores by STREAM rig. Anderson received 7 short tons by MHF and 167 barrels of ND. Later the same night, USS Enterprise (CVAN-65) received stores in a simultaneous CONREP/VERTREP evolution. The following morning, White Plains transferred stores to USS Guadalupe (AO-32) while receiving ND fuel.

White Plains returned to Subic Bay on 18 December for another load adjust and got underway for Sasebo on the 19th. She arrived home the morning of the 23rd to be greeted by a pier full of caroling dependents and to commence a joyful holiday season, and end a busy year.

CAPTAIN LAWRENCE C. CHAMBERS, USN

Captain CHAMBERS graduated from the U.S. Naval Academy in June 1952 and served on the USS COLUMBUS (CA-74) until ordered to flight training in January 1953. He was designated a Naval Aviator in June 1954.

Captain CHAMBER's aviation duty includes tours with VS-37, VA-215, VA-125, VA-22, VA-174 and finally as Commanding Officer of VA-67 and VA-15. His other assignments include: Combat Information Officer, USS RANGER (CVA-61); Assistant Air Officer and Air Officer, USS ORISKANY (CVA-34).

He attended the U.S. Naval Postgraduate School, Monterey from June 1957 to August 1959, and returned to serve as Assistant Curricular Officer Aero Engineering Programs, in 1964. Captain CHAMBERS also attended Stanford University Graduate School in 1959-60. He also attended the Naval Tactical Data Systems course at Glynco, Georgia in 1967.

Captain CHAMBERS' last assignment was Deputy Project Manager for A-7 Aircraft at the Naval Air Systems Command Headquarters.

During his Naval Career, Captain CHAMBERS received the Bronze Star, the National Defense Medal with star, the China Service Medal, the Armed Forces Expeditionary Medal (Korea), the Vietnam Campaign Medal and the Meritorious Unit Commendation Ribbon.

He is married to the former (b) (6) of St. (b) (6). They have two daughters, (b) (6).